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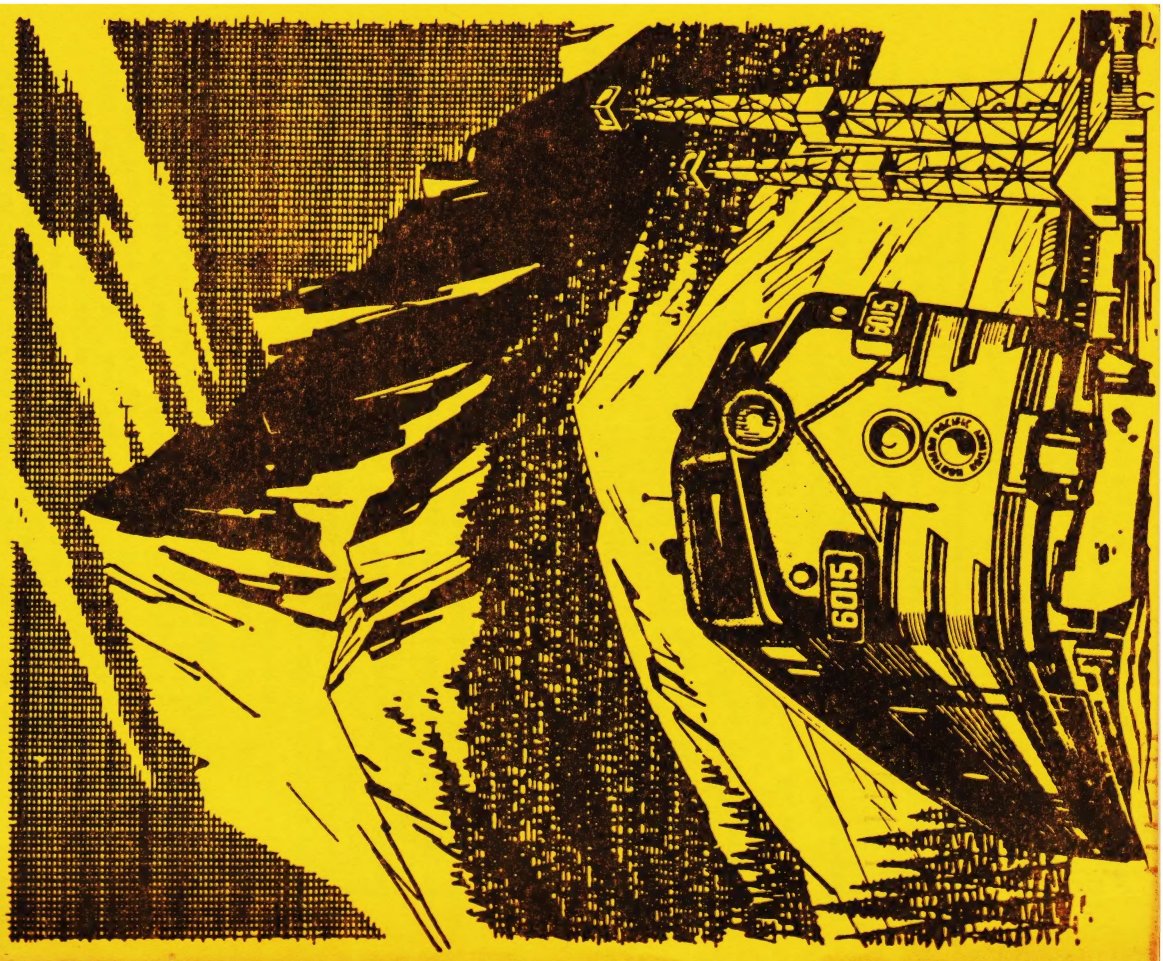
NO. 14 - 1978
ISSUE NO. 180
#180
11-27-78

RAIL TRAVEL NEWS



FROM: P. O. Box 9007
Berkeley, CA 94709 USA

First Class

OAKLAND
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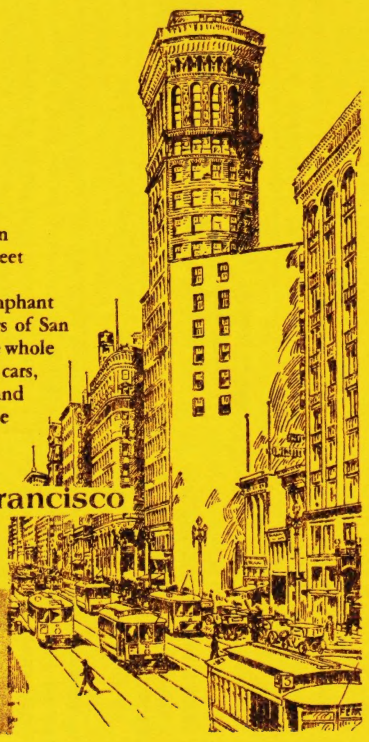
To:

The Roar of the Four

SAN FRANCISCO! . . . its famed Market Street reverberating 24 hours a day to the rumble of streetcars—too many to count in the great days of traction. And, along that great four-track main stem rolled the White Front Cars of the Market Street Railway.

NOW, INTERURBANS proudly announces the triumphant return of Charles Smallwood's "The White Front Cars of San Francisco" in a new and completely revised edition. The whole story is here, told by the man who knows. Two-man cars, Eclipse fenders, leather seats, hissing trolley wheels and White Fronts, all within the pages of a huge, 476-page book completely typeset and in an attractive new format. In hard cover, of course, with four-color jacket.



The White Front Cars of San Francisco

Spl. 44 (Ready in Nov.) $35.00

Please add 1.25 Postage/Handling (6% Tax Calif.)

Interurbans
PO Box 5444 Glendale CA 91205

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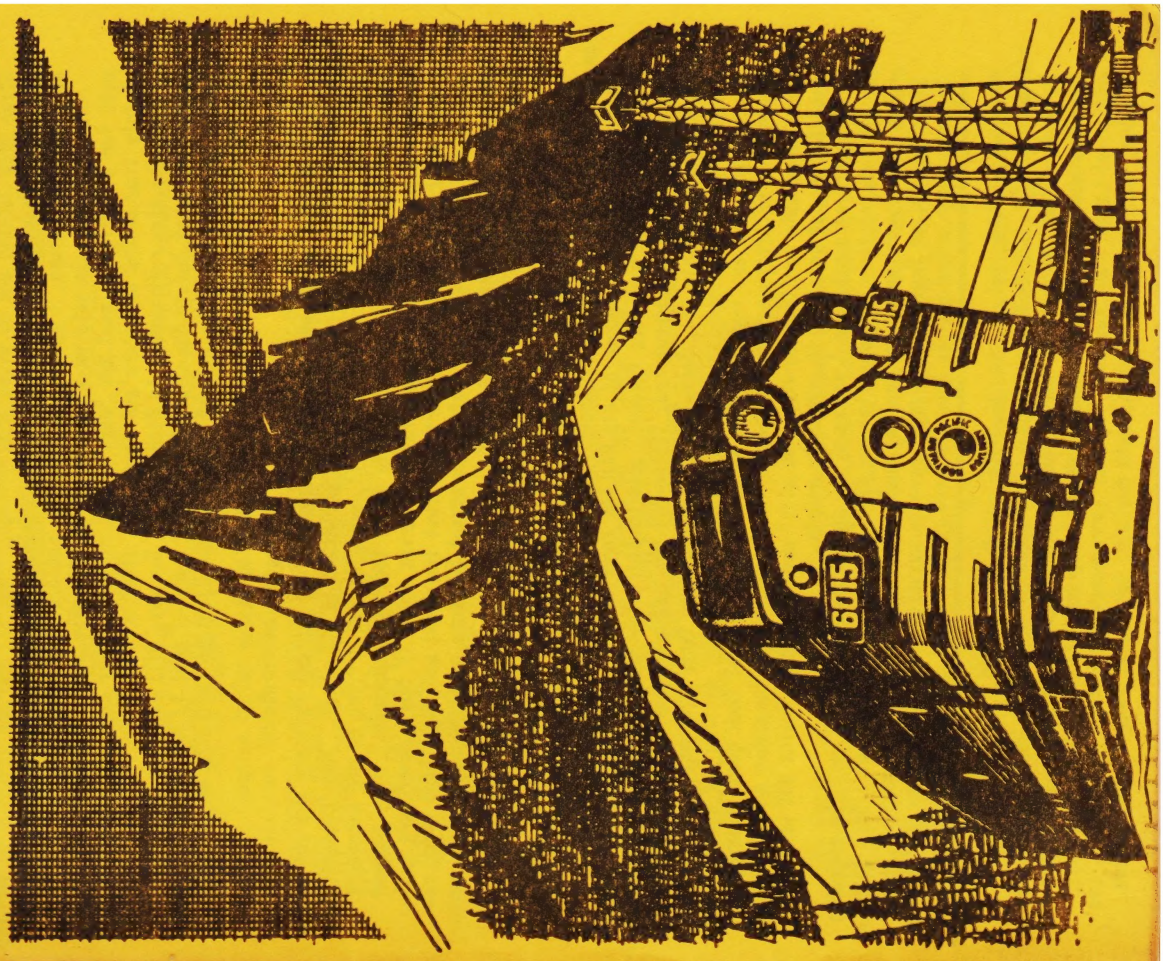

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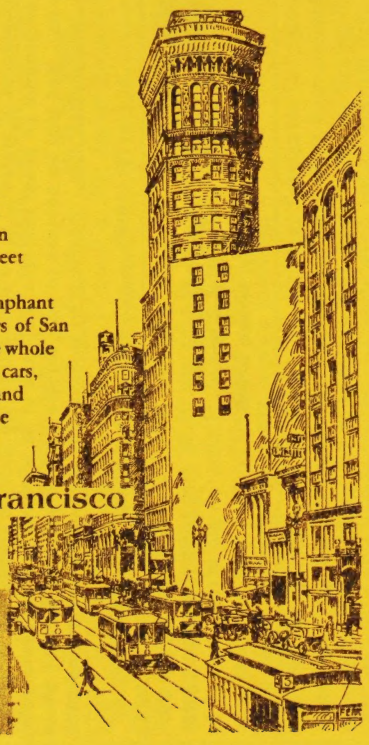

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John W. Baxter
Coronado, California

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Junction at 8:30am (presently 1:25pm) and reach Denver at 4pm (presently 9pm).

Company officials reportedly began talking of the cutback in late August, and were encouraged by the close 4-3 decision by which the Southern Railway failed to drop its SOUTHERN CRESCENT. The railroad is believed anxious to see the SAN FRANCISCO ZEPHYR cut, as in the DOT proposals, to eliminate rail traffic that connects with its train and thereby present a higher deficit record to support the elimination of the service.

Those opposing the cutback should contact the ICC in Washington DC. The D&RGW passenger office address is PO Box 5482, Denver CO 80217 (303-629-5533 ext. 2238).

RAIL CANADA

THE LAST CANADIAN: On Saturday, Oct 28 the last CP CANADIAN all-stainless steel domeliner left Montreal for its run to Vancouver. The next day VIA took over the service, substituting a combined train of CN and CP equipment. As noted last issue, VIA's CANADIAN, train 1 now leaves daily from Toronto, while train 3, the SUPER CONTINENTAL, leaves from Montreal, the two running separately to Vancouver.

At Montreal on the 28th a crowd of rail supporters was on hand, including representatives of Transport 2000, Bytown Railway Society, and CRHA. The last westbound CANADIAN was filmed by many observers, its rear brought up by the traditional dome observation car, in this case "Albert Park". The media gave the event extensive coverage. The CANADIAN reached Ottawa on time, where some passengers disembarked to follow the train up the valley and film the meet near Braeside. (The trains were both on time for the meet.) Reporters described the last consist as immaculate inside and out.

The next day saw the SUPER CONTINENTAL arriving in Ottawa (7 minutes late due to ceremonies and the Dorval backup move) loaded with newsmen, politicians and VIA officials. Frank Roberts and Garth Campbell were among those aboard. The two Ottawa coaches were detached and a stainless steel business car "North Wind" was added for three CTC commissioners to travel to Winnipeg for a hearing. The CP sleeper "Aylmer Manor" was in the consist, for the first time.

A new-route CANADIAN left Toronto the same day (the 29th), the consist including a CN-VIA Dayniter car and a VIA steam generator car. Among those aboard was David Savage, Ontario President of Transport 2000.

WESTERN TRANSCONTINENTAL SERVICES will have hearings to be held in 8 months. Rail supporters emphasize that it will be important for passenger advocates to travel the trains in the meantime, making systematic observations in order to prepare testimony for the hearings on the VIA service. (Transport 2000 reminds U.S. passengers that at present the Canadian dollar is "low", so an American gets an extra 17¢ on each U.S. dollar; a roundtrip by coach from Montreal or Toronto to Banff would cost only $100 in U.S. funds.)

CONRAIL HAS APPLIED to the CTC for permission to re-route its Toronto-Buffalo service Toronto-Welland-Niagara Falls rather than to Buffalo. The proposed route would mean a 90-minute slower running time. It is believed that Conrail may be preparing to abandon its Welland-Ft. Erie-Buffalo trackage. We understand that the CTC has decided the petition in CR's favor. Transport 2000 has expressed opposition to the move to the CTC. The change to the new route is expected to be initially for a 30-day trial period.

THE E&N RAILWAY'S rail diesel car run on Vancouver Island is still slated for termination on Dec 13. Transport 2000 has appealed to the CTC for an extension.

RUMOUR HAS IT that Otto Lang, now Transport Minister and also holding a joint appointment as Justice Minister, may become full-time Justice Minister, with Jack Horner taking his place at Transport Canada.

BRILL TROLLEY BUSES retired from service in Edmonton on Nov 17. A special charter last run was held on Nov 19, sponsored by the Alberta Pioneer Railway Association. Edmonton Transit is preserving two coaches in its collection.

VIA RAIL CANADA said last month that it will review its policy on travel by handicapped people, after a 23-year-old wheelchair victim complained that she was not allowed to travel alone by train and was refused a VIA ticket.

GO RAIL SYSTEM is constructing a $17 million maintenance and storage facility in Mimico, Ontario, at its existing Willowbrook depot.

THE WHITE PASS and Yukon Railway needs a government subsidy of $6 million to survive over the next two years, it said, due to loss of major asbestos-hauling contracts.

CANADIAN PACIFIC STATION in Winnipeg is now unused with the change in VIA transcon service this fall. The building remains open for other purposes, and Canada's Discovery Train is using the depot on its tour. VIA uses the CN depot.

URBAN-SUBURBAN TRANSIT

WASHINGTON'S METRO SYSTEM is opening a new line to service Nov 20. The 7.5-mile Orange Line is an extension from downtown Washington into Prince Georges County, Maryland, to New Carrollton on the Capital Beltway. A day of free introductory rides was planned on Nov 17.

LOS ANGELES COUNTY voters on Nov 7 voted this way on an advisory vote proposition for favored transit routes: 52% preferred rail transit L.A. airport to Union Station with subway Union Station to Convention Center; 26% for bus and carpool guideway from airport to Convention Center; and 21% for subway from Union Station to Wilshire District. Transit officials prefer the third alternative and are seeking UMTA funding for it.

Metropolitan Transportation Authority

NEW YORK'S MTA said it placed a new U34CH locomotive, built by GE, in service on Conrail's Port Jervis NY to Hoboken NJ commuter line early last month. MTA hoped the new diesel engine would improve service reliability to Orange and Rockland Counties.

SAN DIEGO REACHED final agreement on building a light rail system from downtown to the Mexican border. A city council vote of 6-3 on Oct 25 was the final step in approving the Metropolitan Transit Development Board plan. Earlier, SP agreed on a purchase price of $18.1 million for 108 miles of the San Diego and Arizona Eastern Railway which it wanted to abandon after hurricane damage. Total costs are set at $83.1 million, including $4.5 million for 10 light rail vehicles, and $4.4 million per mile construction costs for 16 miles of the route between San Diego and San Ysidro.

INTERSTATE COMMERCE COMMISSION issued its final environmental impact statement on the SP's petition to discontinue its San Francisco-San Jose commute service. The Oct 30 document found that 7500 riders daily would be displaced, with 61% of these going to private autos, resulting in traffic and fuel consumption increases and adverse environmental effects associated with them, including air pollution, water quality degradation and increased noise levels. Adverse socio-economic impacts were also predicted, and the discontinuance was found inconsistent with plans and policies of the region's governing and planning bodies.

CHICAGO TRANSIT AUTHORITY'S safety record is the worst in the nation among transit agencies, 1976 and 1977 federal records show. The CTA told the Chicago Tribune early in November that its 1978 record is better, due to changes made.

MERRIMACK VALLEY REGIONAL Transportation Authority has approved a contract with the MBTA/B&M to extend service into Lawrence and Haverhill in the spring.

SAN FRANCISCO CABLE cars were shut down in an unscheduled walkout of operators Nov 14 after an accident that injured 13.

OPPOSING THE RIO GRANDE ZEPHYR CUTBACK
by Glenn Lee

Rio Grande's Nov 10 filing for discontinuance of the RIO GRANDE ZEPHYR's tri-weekly service between Grand Junction, Colorado and Salt Lake City, Utah is only another in the railroad's long series of ploys to rid itself of all passenger service, and at the same time prevent Amtrak from rerouting the SAN FRANCISCO ZEPHYR over Rio Grande's RGZ routing. If successful, the move would eliminate passenger train service thru colorful Ruby Canyon and over Soldier Summit; and to Provo, Utah and its 25,000-student Brigham Young University. The move also would eliminate possible development of non-auto tourist access to Arches and Canyonlands National Parks via train stops at Thompson and Green River, Utah.

SURPRISE MOVE

Altho the move to trim the RIO GRANDE ZEPHYR runs had not been expected in some quarters due to the railroad's persistent denial of such action, other observers are not surprised. Because the rail line knows the proposal may be hotly contested in both Colorado and Utah, there is some belief that the Rio Grande may be "toying" with the public. In any event, the line is definitely "feeling the water" to see how much it can "get away with" at this time.

WHY NOW?

Altho the RIO GRANDE ZEPHYR "situation" has been an unstable one since formation of Amtrak May 1, 1971, the prospect of discontinuance of the RGZ has been a "back burner" issue at Rio Grande until recent months when two major developments encouraged the line to move against the stainless steel domeliner.

FIRST, Rio Grande has been encouraged by federal DOT moves to force discontinuance of the SAN FRANCISCO ZEPHYR. The SFZ, as most train backers know, originally was scheduled by Amtrak to operate between Denver and Salt Lake City via the Rio Grande route. Rio Grande's refusal to sign an Amtrak standard contract in late April, 1971 forced Amtrak into the expedient step of rerouting SFZ runs via the Union Pacific's scenery-void main line in southern Wyoming. Rio Grande then ended thru-car service to Chicago, and by breaking connections with Amtrak, developed a surviving RIO GRANDE ZEPHYR run as a Colorado-Utah local-type train.

Rio Grande has felt that any move to discontinue RGZ would stimulate moves by Amtrak to reroute SFZ via the Rio Grande line. Since mid-summer of 1978, it has been increasingly felt that SFZ service will be discontinued as part of a general cutback of the Amtrak system. In order to avoid a show of regional bias, the DOT is developing a series of plans for some Amtrak cutbacks in several sections of the U.S. One major proposed Western cutback is to be the SFZ, and its companion feeder service, the PIONEER, between Salt Lake City and Seattle.

With a possible rerouted SAN FRANCISCO ZEPHYR no longer a major threat to Rio Grande freight operations, observers feel, the RGZ is no longer necessary as an instrument of "SFZ avoidance" as it was even one year ago. Thus a move to begin trimming the runs has been started.

SECOND, Rio Grande executives are considerably buoyed, observers feel, by the 4-3 ICC vote to have Southern Railway's SOUTHERN CRESCENT runs continued. Rio Grande feels now that if a close vote kept that major overnight run between Washington DC and Atlanta in operation, that chances are quite high that the lightly patronized run between Grand Junction and Salt Lake can be discontinued (probably by a similar split vote) regardless of what public testimony develops about allegations Rio Grande has discouraged passenger volume on that leg of the RGZ run.

THIRD, Rio Grande chairman Gus Aydelott, who has been top man at Rio Grande for some 22 years, is clearly nearing the end of his working days. There is some speculation that Aydelott is making his anti-passenger move now, before his retirement, to give him psychic satisfaction for succeeding in achievement of another long-term corporate goal. It should not be forgotten that Aydelott also

sought to discontinue the Durango-Silverton narrow gauge service, even when that service was clearly profitable by any accounting method. When that 1960's issue was being fought before the ICC, Aydelott blandly told the Commission that Rio Grande simply "didn't want" the service, profitable or not. It is unfortunate that this kind of "people problem" represents a portion of the issue, but thoughtful students of the matter are clearly aware that this ingredient certainly fuels a portion of the issue.

RGZ PASSENGER TRAFFIC IS RETARDED

Passenger traffic on the RIO GRANDE ZEPHYR has clearly been retarded by refusal of Rio Grande even to cooperate with Amtrak, as Southern Railway has done. There are no connections in either direction to or from Chicago with the SAN FRANCISCO ZEPHYR, eliminating the once-lucrative vacation travel between Colorado ski and summer mountain resorts and the Midwest.

Connections at Salt Lake City for Western points, such as California, Oregon and Washington, are tenuous at best, with no connection eastbound at present except for exceptionally agile passengers, and a difficult connection westbound, with Rio Grande refusing to move its operations into the adjoining Amtrak station in Salt Lake.

Thus the appeal of RGZ runs is reduced to junketing tourists who go out of their way to ride RGZ, or to traffic moving in the Denver-Grand Junction and Denver-Glenwood Springs markets, most of which is tourist-oriented.

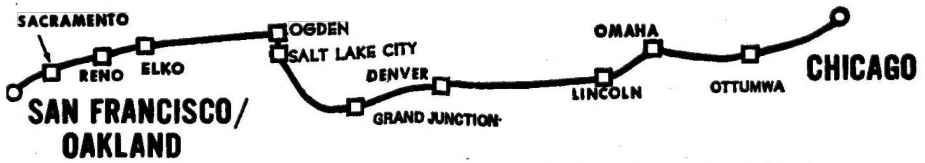
Naturally there has been no advertising of the trains even in these markets, and in the last few years Rio Grande's relatively high fares in the Salt Lake-Denver market have been higher than thru air fares.

INTERFERING WITH FREIGHT TRAINS

Rio Grande consistently says that passenger trains interfere with freight operations, but close observers contest the point. With 10 freight trains per day each way on its main line, Rio Grande operates 70 freights per week. If this level rises to 15 per day each way, that means some 105 freights per week each way. This is heavy railroading, but 3 passenger trains a week in each direction has little effect on overall freight performance. Increasing the passenger trains to one each way daily also would have little effect.

The case with Rio Grande is clearly that of expansion of its main line track plant; but Rio Grande strangely has moved in the opposite direction. Between Price and Woodside, Utah, Verde siding, a CTC siding, was removed a few years ago.

CHICAGO - SAN FRANCISCO/OAKLAND



(Above: from the first Amtrak timetable.)

Seven miles of double track in the busy section between Soldier Summit and Colton, Utah, also were removed several years ago. Increases in Rio Grande track capacity are inevitable due to increasing coal and ore business alone, and serious students of passenger trains are cautioned not to be diverted by the freight interference argumentations.

PUBLIC IS BEING CHEATED

The American public has been exceptionally generous with the railroad industry in the matter of Amtrak. Railroads, in addition to having all their passenger deficits removed, have been given an opportunity to make a modest profit by contracting to move passenger trains for Amtrak. American taxpayers do not seem reluctant to back down on their generosity in this matter, even in this new era of increased consciousness of public spending.

However, the American public has asked for, and expects to receive, travel benefits from the Amtrak expenditures. This not only includes new cars and locomotives, but ready access to a NATIONAL rail system. Rio Grande's obstinacy in refusing to join Amtrak deprives residents and taxpayers of Colorado and Utah ready access to travel to both coasts of the U.S. easily. They are denied access to ready ticketing and computer reservations in train stations. They are denied use of credit cards to pay for their tickets. They are denied the ability to ride Amtrak elsewhere and participate in other Amtrak benefits. For this reason alone, a strong cry should be made that Rio Grande join Amtrak.

THE "O. HENRY TWIST"

There is some chance that Rio Grande's move in this matter may lead not to demise of the RIO GRANDE ZEPHYR, but rather to a rerouting of the SAN FRANCISCO ZEPHYR to the Rio Grande tracks, as the Amtrak incorporators originally intended. This is because Rio Grande has profited by a lack of leadership in Congress and in Amtrak executive suites (not to mention a lack of leadership in on-line Colorado and Utah communities) which has never seriously grappled with the SFZ problems, not the least of which is the seriously defective SFZ routing in Wyoming. Perhaps strong and continuous protests, and work to oppose Rio Grande's petition, may help bring a pleasant outcome to this crisis for passenger train supporters.

CONRAIL TO A "T"
by Peter Roehm

Boston's MBTA has just received the first 5 units of its present order of F40PH locomotives for commuter service. They arrived in Boston on Oct 16 via NW-DH-BM but were not supposed to. They should have come via Amtrak thru Detroit, Buffalo, and Albany. And so we have a story of the taxpayers getting it again and how not to solicit freight Conrail-style.

After preservicing at Amtrak's 16th St. facility in Chicago, the 5 engines, nos. 1000-1004, were ready for shipment east. The departure was to be Oct 6, and the 5 units were coupled to Amtrak #350, the WOLVERINE, for its 7:45am departure to Detroit in an unusual configuration of one Amtrak F40PH, 5 MBTA F40PH's, and 5 cars. The train departed as it usually does, but did not make it more than half a mile. A Conrail official, spying the purple and silver-gray T-units, radioed the engineer on #350 to stop at 21st St. He then ordered the five units cut out of the train and taken back to 16th St. (no consideration being given to the passengers sitting there for some while with no heat or light).

The original rumor circulating for this game was that Conrail did not have a clearance diagram for the units, yet F40's traverse the line regularly and the T-units are not designed nor built any differently in dimensions. But what Conrail really was upset about was that it was not getting to haul the units as freight and decided that Amtrak could not take them either. Until the freight tariff was paid, Conrail would not dispatch the locomotives anywhere.

The idea had been that Amtrak would use the units in a sort of "work yourself east" idea, forwarding them first on the WOLVERINE and then on the NIAGARA RAINBOW and the LAKE SHORE LIMITED. It was legitimate and a good idea, altho in hindsight the units probably should have been trip-leased to Amtrak. In any event, Conrail thought less of the idea than did Amtrak or the MBTA.

The F40's then sat over the weekend in Chicago, but on Oct 11 Amtrak, EMD and MBTA thought they might try to get one unit east on Amtrak #354, the TWILIGHT LIMITED. It departed at 4:45pm to Detroit. Ah-ha! Foiled again! Conrail, being better at detective work than railroading, caught the errant F40 and ordered it back to 16th St.

The MBTA, now having had its fill of Conrail and realizing that as freight on CR the transit time might be weeks rather than days, decided to switch to the N&W, and on Oct 12 the 5 units were switched to the old NKP yard at Calumet Street. At noon on Friday, Oct 13, Apollo CB-12 left Chicago with 5 F40's destined Boston. And they made it, arriving at 11:30am on Monday, Oct 16. They were in service the next day from South Station.

Conrail's silly game-playing cost the taxpayers, via the MBTA, some $20,000 in freight charges plus other costs associated with the Chicago shuffle. And Conrail, which demanded that it do a job it could not really handle, lost everything: the twenty grand on the first move, the eight remaining F40's, plus a possible 5 more; and the word has been sent to the ICG at Paducah that all of the 17 remanufactured F10's are to be shipped ICG-NW-DH-BM--not Conrail!

That's Conrail to a "T"--in more ways than one!

USERS WANT MORE, THE FEDS WANT LESS--
WHO WILL DRAW UP OUR NATIONAL RAIL MAP?

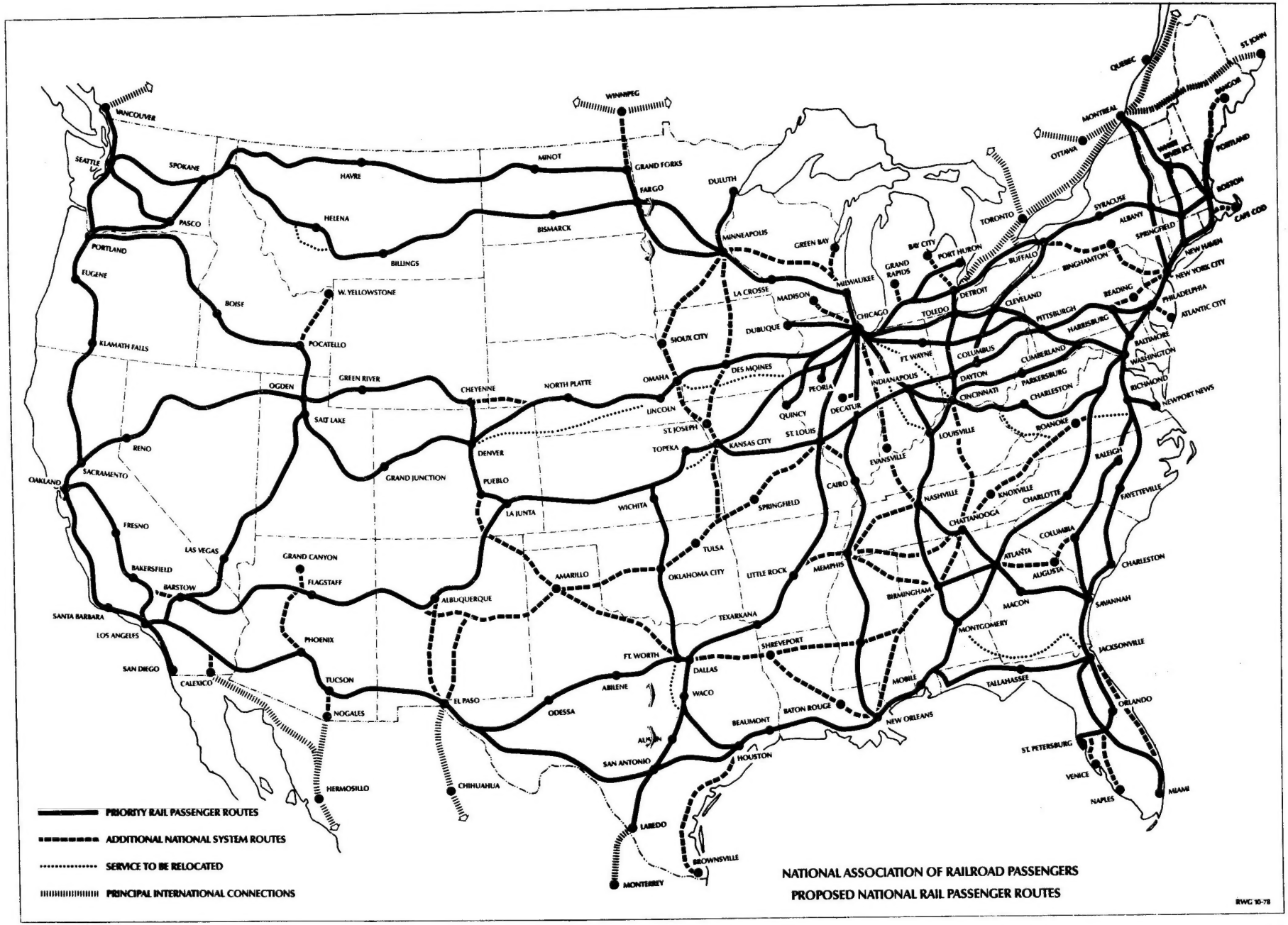
The National Association of Railroad Passengers has proposed a two-phased network of rail routes as a target for passenger service improvements throughout the country. NARP directors, meeting in Chicago in late October, endorsed a route structure providing service between all major population centers (see map on following two pages).

Following on the heels of the U.S. DOT's preliminary system proposals (see RTN no. 173 and also news item on page 3 of this issue), the new NARP map defines a priority network that NARP will present to the new Congress as an alternative to the DOT's drastic cutback proposals. (Despite pro-passenger encouragement from the ICC's report calling on the DOT to rethink its preliminary proposals--see RTN last issue--observers expect that the final DOT report will include most of the cutbacks called for by the preliminary study, including those mentioned on page 3 this issue).

NARP's priority route system is larger than Scenario E in the preliminary DOT plan. NARP feels the following services should be added to the current rail passenger system within the next year or two (some depend on track improvements or connections now underway):

* A Spokane-Portland connection for the northern routes now served by the EMPIRE BUILDER and the NORTH COAST HIAWATHA.
* Service from Ogden/Salt Lake City to Los Angeles via Las Vegas.
* Extension of the SAN JOAQUIN route from Bakersfield to Los Angeles.
* Direct service from Dallas to El Paso and the Pacific Southwest.
* Service from Denver, via Pueblo, to Kansas City, St. Louis and the East Coast.
* Restoration of the GULF WIND route between New Orleans and Jacksonville.
* Service from Boston to Montreal, and from Boston to Portland, Maine.
* Direct service between Washington and Pittsburgh via Cumberland, and continuing from Pittsburgh to Cleveland.
* Rerouting of the FLORIDIAN thru Indianapolis, running it from Nashville to Florida via Chattanooga, Atlanta and Savannah.
* New service, coordinated with the FLORIDIAN route changes, should serve Detroit, Cincinnati and Louisville; and Cleveland, Columbus, Cincinnati and Louisville.
* New service, also coordinated with the FLORIDIAN route, should extend south from Nashville via Birmingham and Montgomery to New Orleans.
* Atlanta-New Orleans service (the SOUTHERN CRESCENT) should operate via Mobile, with a connecting service between Atlanta and Birmingham.
* Chicago-Denver service (the SAN FRANCISCO ZEPHYR) should be shifted to operate via North Platte (taking advantage of superior trackage on the UP), and should operate via Des Moines and the Quad Cities when Rock Island trackage is upgraded.
* In the Dallas-San Antonio-Houston triangle, the INTER-AMERICAN and the LONE STAR should utilize a direct routing south from Dallas via Waco.
* Chicago-Cincinnati service should operate thru Indianapolis.

(text continues on page 12)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BAKERSFIELD
SANTA BARBARA
LOS ANGELES
SAN DIEGO
BARSTOW
LAS VEGAS
GRAND CANYON
FLAGSTAFF
PHOENIX
CALEXICO
TUCSON
NOGALES
HERMOSILLO
BOISE
W. YELLOWSTONE
POCATELLO
OGDEN
SALT LAKE
GREEN RIVER
GRAND JUNCTION
HAVRE
HELENA
BILLINGS
MINOT
BISMARCK
WINNIPEG
GRAND FORKS
FARGO
DULUTH
MINNEAPOLIS
LA CROSSE
DUBUQUE
SIOUX CITY
OMAHA
CHEYENNE
NORTH PLATTE
DENVER
PUEBLO
LA JUNTA
ALBUQUERQUE
AMARILLO
WICHITA
TOPEKA
ST. JOSEPH
LINCOLN
KANSAS CITY
SPRINGFIELD
TULSA
OKLAHOMA CITY
FT. WORTH
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SAN ANTONIO
EL PASO
ODESSA
LAREDO
MONTERREY
HOUSTON
BEAUMONT
BATON ROUGE
NEW ORLEANS
TEXARKANA
SHREVEPORT
LITTLE ROCK
MEMPHIS
MOBILE
BIRMINGHAM
MONTGOMERY
TALLAHASSEE
ATLANTA
MACON
AUGUSTA
CHARLESTON
SAVANNAH
JACKSONVILLE
ORLANDO
ST. PETERSBURG
VENICE
NAPLES
MIAMI
GREEN BAY
MILWAUKEE
MADISON
CHICAGO
PEORIA
DECATUR
QUINCY
ST. LOUIS
CAIRO
EVANSVILLE
BAY CITY
PORT HURON
GRAND RAPIDS
DETROIT
TOLEDO
FT. WAYNE
INDIANAPOLIS
LOUISVILLE
NASHVILLE
CHATTANOOGA
KNOXVILLE
CHARLOTTE
TORONTO
BUFFALO
CLEVELAND
COLUMBUS
DAYTON
CINCINNATI
PITTSBURGH
HARRISBURG
SYRACUSE
ALBANY
BINGHAMTON
READING
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ATLANTIC CITY
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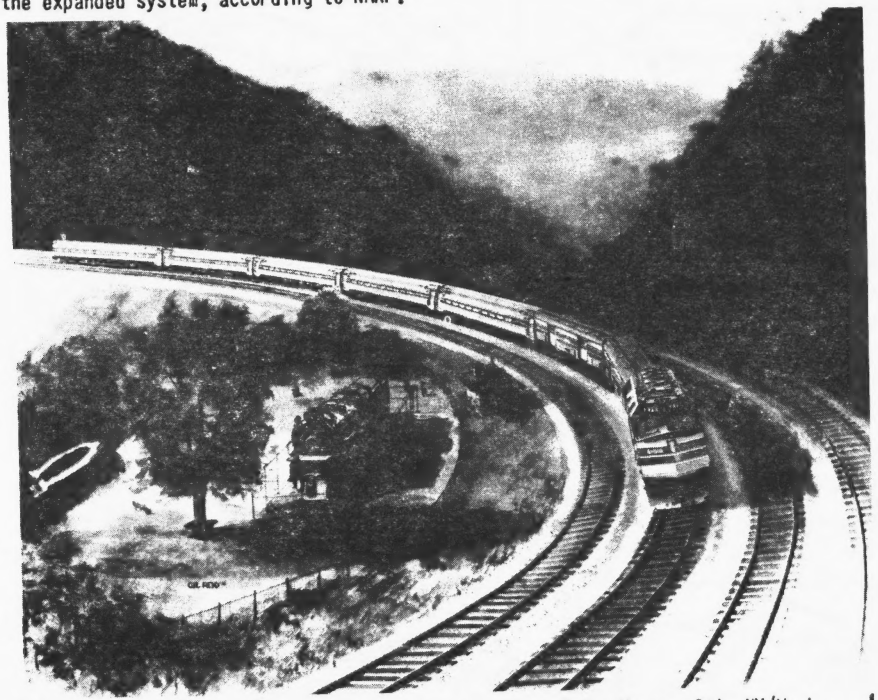
ST JOHN
BANGOR
PORTLAND
BOSTON
CAPE COD
SPRINGFIELD
NEW HAVEN
NEW YORK CITY
PRIORITY RAIL PASSENGER ROUTES
ADDITIONAL NATIONAL SYSTEM ROUTES
SERVICE TO BE RELOCATED
PRINCIPAL INTERNATIONAL CONNECTIONS
NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
PROPOSED NATIONAL RAIL PASSENGER ROUTES
RWG 10-78

In its longer range proposals, NARP calls for considerable expansion of passenger routes over a 5-10 year period, as well as frequency increases on current routes.

Major new service proposals include Denver-Dallas; Minneapolis-Kansas City-Dallas; St. Louis to the Southwestern states via Oklahoma City and Amarillo; Washington-Chattanooga-Birmingham; New York City-Buffalo via Binghampton; Boston-Bangor; and others.

Short distance service improvements or additions to priority-system routes would serve Green Bay, Grand Rapids, Sioux City, Brownsville, Augusta, Bangor, Atlantic City, Venice, and Naples. New international service would extend to Winnipeg and to Nogales. Yellowstone and Grand Canyon National Parks should have (seasonal) rail service to relieve serious access problems and vehicular congestion, and numerous other national parks and intensively used recreation areas would benefit from the expanded system, according to NARP.



Current DOT thinking calls for the discontinuance of the Kansas City-NY/Washington NATIONAL LIMITED, pictured here in a Gil Reid painting on Amtrak's 1979 calendar, rounding famous Horseshoe Curve. Calendar, out in December, is available for $4.00 postpaid from Amtrak Calendar, c/o Western Folder, 850 W. Fullerton Ave., Addison IL 60101. Gil Reid has done the calendar now for five years.

The route designations listed above do not necessarily indicate all the specific services that NARP supports. A close study of the map on pages 10-11 gives the best idea of the service and connectivity that would be available under the NARP proposal. Note that the solid lines indicate the highest-priority routes. The small dotted lines indicate where existing routes lie that would be shifted to different routings.

NARP intends to lobby the new Congress extensively to point out the advantages of a system that is large enough to attain an improved level of economic performance, and to emphasize the importance of a truly national system that allows for connections between routes and serves all major population centers.

President Carter in signing the Amtrak Improvement Act of 1978 on Oct 6 (the Act gave $755 million in operating and capital improvement funds to Amtrak for Fiscal Year 1979) indicated his displeasure over the fact that one house of Congress could disapprove the forthcoming DOT cutback plan by a simple resolution within 90 days after the year-end submittal of the plan. He said he regards "such congressional control over the exercise of statutory discretion by the executive branch" as unconstitutional. He has directed DOT Secretary Adams to treat that provision of the Act as a "report and wait" provision. Carter said he is concerned with controlling the future growth of Amtrak's deficit and regarded the cutback plan as allowing a "quick, significant restructuring of Amtrak's route system" that would discontinue services "that have large operating losses without providing substantial public benefits."

Mixed Train of Thoughts

THE FIRST BI-LEVEL "Superliner" car was officially accepted by Amtrak on Oct 27. This was coach no. 34013. The first 12 coaches built are being retrofitted with changes Amtrak required, and will be accepted later. The 77-seat coach on that date left the Pullman Standard plant at Hammond IN at about 8:30am, headed for Amtrak's 21st St. Yards in Chicago. Amtrak said that the first diners and sleepers would be off the assembly line "later this year". In late winter or early spring the first EMPIRE BUILDER run with Superliner cars is planned, Amtrak noted. NARP Board members were given a tour of the Pullman Standard plant during their October meeting in Chicago, with the restriction that no pictures be taken that might reveal "trade secrets".....

FOR HAULING SUPERLINERS, Amtrak's Board on Nov 1 approved spending $8.5 million to buy 10 new locomotives, presumably F40 models, and convert 27 more SDP40F locomotives to lighter F40PHR models, at a cost of $13.7 million. Previously 79 of the EMD units have been converted or approved for conversion.....

* * *

SOME FURTHER EXPLANATION of Amtrak Seattle-Chicago schedules reported last issue: the running times of the two trains in all cases are unchanged from pre-Oct 29 schedules. However, the two eastbound trains run 30 minutes faster on the St. Paul-Chicago leg due to track improvements that Milwaukee Road made. Thus it follows that they run 30 minutes slower elsewhere in order to keep the overall trip time the same as before. Observers were pleased that the expected gross slowdown of the trains to allow for bad winter weather did not materialize. A reader in Missoula MT has kept a record of NORTH COAST HIAWATHA arrival times since late July, and found that in 46 arrivals it averaged 2hrs 41mins late. On his most recent observation, Nov 12, it arrived at 4:15am (due at 7:20pm) due to heater car problems..... SUNDAY AFTER THANKSGIVING is traditionally the heaviest train travel day of the year, and Amtrak said that it's putting extra cars on most of its trains for that holiday period. In the Northeast it will add 15 extra sections of existing trains, 7 on the day before Thanksgiving (Nov 22) and 8 the Sunday after. Most trains would get extra cars during the Nov 21-27 period.....

* * *

THE NATIONAL LIMITED had its sleeping car service extended for the full route between New York and Kansas City. Effective Nov 10 train 31 got the extension, and train 30 got it on Nov 12. Since the NATIONAL was Amfleeted in mid-August, the sleepers have been running only between New York and Indianapolis.....

FIRST HEAVY STORM of the season hit the Rockies this month and by Nov 13 was striking the Midwest with snow and bitter cold temperatures. Amtrak said that no major train problems were reported during the storm period, however. There

were a number of highway deaths, however..... THE ROCK ISLAND'S passenger trains were scheduled to have their last runs the weekend of Nov 18-19 as we are going to press. Unions were hoping to get an extension of the service until year-end, and we will not be able to report the outcome until next issue.....

* * *

THE NATIONAL ASSOCIATION of Railroad Passengers, as an outcome of its October Board meeting, issued the proposed Amtrak route map printed in this issue. It also sent off a letter from President Orren Beaty to DOT Secretary Brock Adams urging him to take advantage of the "tremendous opportunity for an unprecedented Executive initiative on behalf of the expansion and improvement of all public transportation modes--particularly Amtrak and intermodal terminals." In the Oct 31 letter, Beaty pointed to the DOT's own (suppressed) study of last January by Peter Hart Associates which showed strong public support for the goals that NARP is backing. Beaty said that Scenario E (the biggest network in the DOT report of May 8) would have the lowest deficit per passenger mile. Also, rail could reduce the need for more oil imports and will help bus carriers where there are joint terminals. In addition, better public transportation would reduce highway accidents, which are expected to rise as automobiles get smaller to meet energy efficiency requirements. And track rehabilitation would lead to lower highway maintenance costs. All these factors would help in the fight against inflation, Beaty pointed out.....

* * *

THE "SUPER TRAIN"--a further report on the forthcoming TV film (see last issue): The film crew aboard the COAST STARLIGHT used 75,000 feet of film in all. The 70mm camera was mounted on the engine nose between Portland and Seattle and vice versa, on the middle of the diesel under the headlights, supported by eight aluminum pipes. The train reached Seattle on time on the first filming run, and was 20 minutes late at Los Angeles on the return (on Oct 27). Camera director Cliff Stine, age 72, is an expert at special effects, having worked on the "King Kong", "Patton" and "Earthquake" movies. The film crew is also shooting scenery on the Western Pacific in Feather River Canyon, and in Yosemite National Park. At MGM studios in Culver City CA 300 men are working on a full-scale 6-car mockup of the futuristic Super Train. RTN's Peter Bretz examined the mockups and noted that they are about the width of a double-wide mobile home. Says Pete: "There was a sleeping car, a lunch counter lounge, and a swimming pool car. This last has a pool in the center with a narrow walkway on either side and a slate gray interior, suggesting metal. In the other cars the walls are panelled like a trailer, yet bright carpets and colors are Amtrak-like, too. In the sleeper there is space and more space. There's a very wide aisle where two people can pass without brushing shoulders. There is bright orange deep-pile carpeting throughout. Doors open from the corridor to spacious bedrooms, on each side similar to roomette layouts, but much wider. The mockup was still under construction, and no beds or facilities were in yet." In an adjacent set, Pete found that a miniature railroad set was being used for filming. It was a complete town, with carnival and ferris wheel, all located near a dock where a double set of train tracks ran. Beyond was a body of water with a submarine floating nearby. The Super Train is a brainchild of new NBC President Freddie Silverman, and the two-hour film now being made will be televised in February.....

* * *

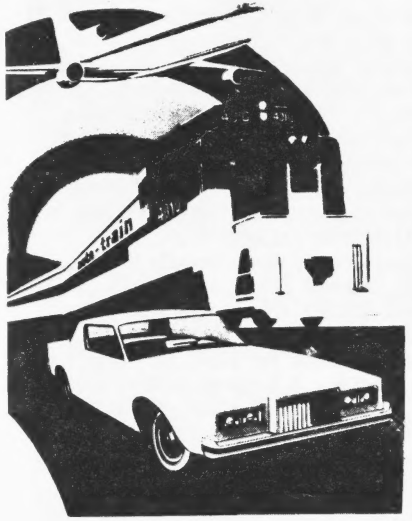
ANOTHER RAILROAD MOVIE, "Avalanche Express," a movie-theater film, is being made by Lorimar Productions of Burbank CA. The film requires miniature sets for exterior train sequences, and these are being done by Apogee in Van Nuys, the same company that does the effects for Battlestar Galactica and for Star Wars. When Pete Bretz checked out the Apogee operation, he saw an N-gauge 30-foot set with a scene of a snowy valley with a double set of railroad tracks running thru it. The track was electrified, and there was a European-style bridge over a ravine. The train was a box-cab modern electric pulling about 6 passenger cars

trimmed in royal blue Wagon-lits colors. Part of the mountain appeared to be an avalanche setting. Shooting on the set was beginning in mid-November.....

* * *

THE ST. LOUIS Union Station saw its last train departure the morning of Oct 31 as Amtrak train 22, the INTER-AMERICAN, left for Chicago. Amtrak has moved out of the deteriorating structure and is now using a temporary station consisting of 5 mobile modules adjacent to the former REA building next to Union Station. New station tracks and a new platform have been built, and these will be used when a permanent station is built later. A developer who bought the building in 1974 has filed in bankruptcy, and the future of the structure is in doubt.....

AUTO-TRAIN CORPORATION is advertising its "Meet Your Car There" service between the Northeast and Florida with artwork pictured below. The joint service with Eastern Airlines has Auto-Train ship a patron's car from Lorton VA to Sanford FL for $99 when the passenger flies south on Eastern. Auto-Train's regular passenger train service still operates.....



AMTRAK'S MICKEY MOUSE contest was won by 13-year old Edward Gholar Jr. of Altadena CA. As his prize, he and his parents and 17-year old sister left Los Angeles on Nov 13 on the SOUTHWEST LIMITED for a trip along with "Mickey Mouse" to Chicago for a 3-day, 2-night tour and a return to L.A. by the same route. Amtrak said an open-platform observation car would be used on the train. Mickey himself (played in shifts by two costumed girls) continued on to Washington on the CARDINAL to attend a White House party with Amy Carter on Nov 17. On the 18th, Mickey went on to New York on the MINUTE MAN to attend a ceremony marking the installation of a plaque in the lobby of the Broadway Theatre, the location of his "birth" exactly 50 years before. Amtrak said that "surprising" crowds were out to greet the SOUTHWEST LIMITED and the Walt Disney cartoon character. At Garden City KS about 200 people were on hand at 12:30am to meet the 2-hour-late train (delayed by crowds and ceremonies). On Nov 18 in Disneyland the 50 second-prize winners and their 150 guests were to attend another birthday party for Mickey Mouse.....

NORTHEAST CORRIDOR WORK crews on Nov 16 finished laying 8.9 miles of concrete-tie test track near Aberdeen MD, using the track-laying machine that automatically removes old track and installs new as it goes, up to a maximum of one mile a day, about 3½ times faster than conventional methods. Two hundred miles of concrete-tie trackage are planned to be installed in the southern Northeast Corridor.....

ARMY-NAVY GAME special trains will be run by Amtrak to the game at JFK Stadium in Philadelphia on Dec 2. Three trains will operate to the game-side location.....

AMTRAK WAS PICKETED at Washington Union Station on Nov 17 while Mickey Mouse was arriving for the birthday party with the Carters at the White House. The pickets were calling for an Amtrak stop at Alderson, West Virginia.....

NEW INTER-MODAL AGREEMENT with Amtrak has buses of the Northern Transportation Co. of Virginia MN linking Amtrak's Duluth station to Hibbing and other "Iron Range" communities..... AMTRAK'S DEARBORN, MICHIGAN stop, which began Jul 31, is doing a "brisk business", Amtrak said this month. In October 3750 passengers used the station. On Oct 26 Amtrak announced the awarding of a contract to build a new station there. It will cost $348,000 and take about one year.....

FOUR D&H ALCO PA4 engines recently used by Boston's MBTA have been sent from Boston to the National Railways of Mexico. There last MBTA runs were on Oct 13. They are replaced by F40's on the MBTA (see Pete Roehm's article in this issue).....

NINE PCC STREETCARS from Boston have been sold to the Leonard Department Store trolley line in Fort Worth TX. They are nos. 3196, 3158, 3164, 3166, 3168, 3171, 3177, 3178, and one unknown number..... AN ALLEGED DEAF-MUTE riding on Amtrak train 142, the BANKERS on Oct 6 communicated by notes to the conductor that he had flushed two $1000 bills down the toilet of car 21190. The car was cut out of the train at New York, where the passenger ran from Amtrak police and escaped onto 33rd Street by climbing a ladder up a retaining wall. The car's toilet was emptied at Sunnyside Yard, but no money found..... STATE OF MICHIGAN is running a promotional campaign for the BLUE WATER, with Track Team posters and buttons, to encourage youth group travel aboard the state-sponsored train. The poster pictures youngsters swarming over a smiling cartoon train.....

* * *

SEABOARD COAST LINE and the Chessie System plan a merger, according to a Nov 16 announcement. SP had earlier wanted to merge with Chessie, but was restrained by the ICC..... REORGANIZATION IN BANKRUPTCY may be the only solution to the financial problems of the Delaware and Hudson Railway, DOT Secretary Adams said Nov 14...

THE CHESSIE SYSTEM'S bid to discontinue its Lake Michigan ferry service has been decided by the ICC as follows: the Ludington MI-Milwaukee WI route can be dropped, while the Ludington-Kewaunee WI and Ludington-Manitowoc WI routes must be retained. Appeals of the decision are expected..... RECENT FARE INCREASE in New Jersey and a possible rollback in fares due to a court challenge has lead to an order to trainmen to punch and hand back tickets to passengers.....

"VOTE YES EXPRESS" whistle stop campaign train ran in Massachusetts Nov 4. The consist seen at Springfield was engine 213, Amcoach 21880, Amcafe 20032, and Lehigh Valley observation 353..... AUTO-TRAIN CORPORATION was starting a new luxury rail service Nov 15, using ex-Seaboard car "Southland", built in 1914. "The Private Car", as Auto-Train calls it, can be rented for $1500 for a party of six to travel in style from the Northeast To Florida. A 5-course catered dinner is included, along with snacks and breakfast..... OUR LAST ISSUE reported on the first use of a hi-level car on SP's Coast Route. Now we are corrected by John Petros, Vice President of the Pacific Railroad Society, who says his organization ran an excursion roundtrip from Los Angeles to San Luis Obispo on Jun 4, with a consist that included four such cars. The PRS's was evidently the first on that portion of the route, and the Super Train filming car we described was the first to go further north than San Luis Obispo..... EARLY NOVEMBER RAINS severed CN's rail route between Smithers and Prince Rupert, B.C., forcing cancellation of the "Rupert Rocket"..... BURLINGTON NORTHERN'S BRIDGE over the Willamette River in Portland OR was damaged when a Norwegian container ship struck it Oct 28. It will be out of service until around year-end, and Amtrak trains between Seattle and Portland must use a more circuitous route involving UP tracks in North Portland, a tunnel under Mock's Crest, and a move thru the Albina Yards on the east side of the river, approaching the station over the Steel Bridge that is crossed by the northbound STARLIGHT just before reaching the station.....

* * *

AN ICG FIREMAN on Amtrak train 58, the PANAMA LIMITED, drowned on Oct 30 when he fell from a trestle into a creek near McComb MS. He had left the engine on the trestle to reconnect an electrical cable and slipped when climbing back into the cab..... AMTRAK NOW CHARGES a flat $5 fee for taking a bicycle or certain other larger items along on an Amtrak train, effective Oct 29.....

SPIDERMAN RIDES TRAINS: the popular comic strip character was seen in the Sunday papers of Oct 29 waiting for a train that looked like a cross between Amtrak and Auto-Train. Spidey was out of costume at the time.....

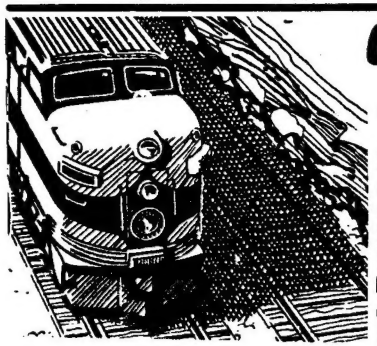
News in this issue is updated thru November 19, 1978.

RAIL FANTRIPS

End-of-year river cruises on M. V. Countess, Sacramento-San Francisco & v.v. Dec 31-Jan 1. Delta Travel Agency, PO Box 813, West Sacramento CA 96691.

Feb 9-Mar 4, 1979: Aztec Adventure: Mexico by rail. Private cars. From San Francisco, L.A., or El Paso. $1195.00 up. Great Western Tours, 639 Market, Suite 900, San Francisco CA 94105. (415) 398-2994.

One Rail Fantrips listing is free. Send full info to: Rail Travel News, Fantrips Dept., PO Box 9007, Berkeley CA 94709.



CARS & CONSISTS

*SAN JOAQUIN, train 710, Oakland Nov 10: engine 203; cars 20036 Amcafe, 21196.

*SUPER CONTINENTAL, VIA-CN train 3, lv Edmonton Oct 30, running extra due to schedule change (last all-CN route transcon out of Edmonton): engines 6509, 6605 (CN), 6607; 9643 bag (CN), coaches 5581, 5632 (CN), 5511, Cafe 757 (CN), Dayniter 5718, Dayniter 5704, slprs "Everett", "Elcott", dome lounge "Yellowhead" (CN), diner 1350 (CN), slprs "Endcliffe" (CN), "Edson", dorm "Ingramport", CN business car 93. Same, train 4, lv Edmonton Oct 31 (second "integrated" transcon out of Edmonton): engines 6514 (CN), 6611, 6515 (CN); cars bag 9620 (CN), coaches 5446, 5444 (CN), cafe 755, Dayniter 5719, sleeper "Eldorado" (CN), heavyweight lounge "Harmonie", diner 1378, slpr "Chateau Denonville" (CP).

*Equipment from the BROADWAY LIMITED is being shifted to the LAKE SHORE LTD. Twin-unit diners are on the LSL and the BL has the latter's diner. Slumbercoaches are being electrified and will be used on the LSL.

*NATIONAL LIMITED, train 30, Columbus OH Oct 28: engine 265 (F4OPHR); cars bag 1248 & 1260, Amcoaches 21830, 21835, 21807, 21828, Amdinette 20235, slpr 2989, bag-dorm 1454.

*CANADIAN, last CP-operated trains, Winnipeg Oct 28: train 1: engines 1402, 1407; cars 610 bag, 118 coach, 517 Skyline, "Alexandra" diner, "Cabot Manor" & Chateau Lauson" slprs, "Waterton Park" dome obs. Train 2: engines 1411, 1409; cars 608 bag, 510 deadhead, coaches 2272 & 104, 512 Skyline, diner "Louise", "Mackenzie Manor" & "Chateau Marquette" slprs, "Sibley Park" dome obs.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $1.25 per square inch. Rail Travel News, Box 9007, Berkeley CA 94709.

QUOTES OF THE WEEK***

"The major problem with the (DOT) plan is it proposes no meaningful capital investment. The 'catch 22' is neatly summed up in the explanation that such investment is not justified because of the 'tenuous' financial condition of rail passenger service. That condition is tenuous precisely because of capital starvation for the past several decades while government largess went into highways and airports. Now DOT appears to be using the inevitable result of past spending priorities to justify continuing those same priorities."

--NARP President Orren Beaty in letter to DOT Secretary Brock Adams, Oct 31.

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DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports from 30 railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy items.

CHESAPEAKE AND OHIO 1979 Calendar - steam and diesel, unfolds to 11x17". Thirteen excellent photos by Huddleston, Reid, and Collins, action and roster. $3.25 postpaid. C&O Historical Society, Inc., Dept. CF, 5725 Larpin Lane, Alexandria, VA 22310.

STREET-CAR NOSTALGIA: "Trolley Trails Through the West": Vol. 1 - Yakima; Vol. 2 - Seattle; Vol. 3 - Portland; Vol. 4 - Tacoma, Spokane, Bellingham, etc. $3.00 each, postpaid, moneyback guarantee. Wilson Bros. Publications, Dept. RTN, P. O. Box 712, Yakima WA 98907.

BUMPER STICKER "Railroaders Have Bigger Pistons" $2.50. Zephyr Pyramid Enterprises, Box 5, El Segundo CA 90245 (Calif. residents add 6% tax).

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NEWFOUNDLAND RAILWAY--LIFE OR DEATH? The Sullivan Commission has recommended abandonment for the 3'6"-gauge Newfoundland Railway. Most Newfoundlanders are opposed to this measure, and to catalyze this opposition, the Rising Tide Theatre will present a play portraying the railway's vital role. A $2000 deficit is foreseen. You can help. Donations welcome to: RAILWAY SHOW, 153 Hamilton Avenue, St. Johns, Newfoundland, Canada, A1E 1J4.

RAILROADIANA AND MODEL RAILROAD SALE. Large collection of HO and N gauge model railroad equipment, books, magazines and timetables at reasonable prices. SASE brings 6-page list. EWA, 2969 Jackson St., #101, San Francisco CA 94115.

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Besides showing disposition of all cars retired in the past couple of years, we have a special feature in this volume showing the complete disposition of over 400 Amtrak cars sold since the energy crises in 1974.

Note: The amount of material to be included in the Private Owner and Museum section has become so great that this will have to be covered in a separate Volume from now on. You will be advised of this volume and the price as soon as we can schedule a publication date. Our goal is to have this out before Christmas 1978.

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